

23rd inst. and is expected to arrive here
27th inst.

PUBLIC COMPANIES

THE HONGKONG STEAM WATER BOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE FIRST ORDINARY YEARLY MEETING of the SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICE, No. 20, Des Voeux Road, TO-DAY (MONDAY), the 25th day of November, at Noon, for the purpose of presenting the Report and Statement of Accounts to the 30th of September, 1901.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th to the 25th November, both days inclusive.

J. W. KEW, Manager.

Hongkong, 14th November, 1901. [2911]

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE.

NOTICE IS HEREBY GIVEN that the Scrip Certificate No. 3715 issued on the 11th day of March, 1899, for two (2) Shares numbered 4401 to 4402 in the above Company, standing in the name of Mr. DONALD FRASER of Yokohama (now deceased), has been LOST, and should the same not be produced before the 2nd December next, a new Scrip Certificate will be issued to the Executors of the said DONALD FRASER, deceased, and of the said DONALD FRASER, deceased, no transaction taking place under the said Scrip Certificate No. 3715 will be recognized by the Company.

JARDINE, MATHESON & CO., General Managers.

Hongkong, 18th November, 1901. [2946]

THE WANCHAI WAREHOUSE AND STORAGE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the WANCHAI WAREHOUSE AND STORAGE COMPANY, LIMITED, will be held at the COMPANY'S OFFICE, No. 5, Queen's Road, Central, Hongkong, on THURSDAY, the 5th day of December, 1901, at 3 o'clock in the afternoon, when the subject of the Resolution which was passed at the Extraordinary General Meeting of the Company held on the 18th day of November, 1901, will be submitted for consideration as a special resolution.

That the Company be wound up voluntarily and that Johann Georg Ludwig Schrotter of Victoria in the Colony of Hongkong be and he is hereby appointed Liquidator for the purpose of such winding up.

MEYER & CO., General Managers.

Hongkong, 20th November, 1901. [2957]

HONGKONG COTTON SPINNING, WEAVING & DYING COMPANY, LIMITED.

THE SHARE CERTIFICATE No. 71 for 15 shares numbered 1008 to 1022 inclusive standing in the Register in the name of ROBERT AGNEW ANDERSON, with relative transfer deed signed by him, having been LOST, notice is hereby given that unless the said Certificate be produced at the Office of the Company, Pender's Street, Victoria, Hongkong, on or before the 7th day of December, 1901, a new Certificate will be issued in favour of ALFRED S. LAW the purchaser of said shares, and the Old Certificate will thereafter be held by the Company as null and void.

JARDINE, MATHESON & CO., General Managers.

Hongkong, 7th November, 1901. [2844]

HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.

THE SHARE CERTIFICATE No. 3758 for Fifty Shares, numbered 6373 to 6390 inclusive, standing in the Register in the name of HUGH CAMERON GIBSON, of Shanghai, having been LOST, NOTICE IS HEREBY GIVEN that unless the said Certificate be produced at the Office of the Company, 48, 49, 50, Queen's Road Central, Victoria, Hongkong, on or before the 15th day of December, 1901, a new Certificate for the said Shares will be issued, and the old Certificate will thereafter be held by the Company, as null and void.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 16th November, 1901. [2929]

DAVID CORSAI & SON'S

MERCHANT NAVY

NAVY BOILED

LONG FLA. CROWN

RELANDING

ARKHOLD, KABEL & J. J.

31901

CARTRIDGES.

NOBEL'S SPORTING BALLISTICE.

Absolutely Smokeless and Water-Resisting.

The Best Nitro-Powder in the World.

Price of 12-Bore CARTRIDGES.

Loaded with With Powder.

Primrose Cases... \$5.50

Pegamoid Cases... 5.00

Ejector Brass Cases... 5.65

5 per cent. discount on orders of 1,000 and over.

Apply to Wm. SCHMIDT & CO., Gunmakers, Hongkong.

Hongkong, 27th July, 1897. [1660]

YEE BANG & CO.

COAL MERCHANTS.

have always on hand

LARGE STOCKS OF EVERY DESCRIPTION OF COAL.

Address—Care of Messrs. Kwong Sang & Co.

No. 14, DES VOEUX ROAD. [838]

CARBOLINE-AMENARIUS.

USED FOR OVER TWENTY YEARS.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus, Rot, and Dampness.

Sole Agents for China.

LUTGENS, RINGMANN & CO., Hongkong, 31st August, 1897.

G. E. WARREN.

BUILDING CONTRACTOR.

No. 34, WYNDHAM STREET.

SANITARY APPLIANCES SUPPLIED

and FIXED. Specially Designed TRAPS

for Bathrooms and Verandahs in Stock.

Agent for MOSAIC TILES. Prices on Application.

2468

HOTEL
VICTORIA HOTEL,
SHAMEN, CANTON.
BRITISH CONCESSION.

GOOD Accommodation.

Excellent Cuisine.

Every Convenience for Tourists.

T. F. DA CRUZ, Manager.

Canton, 1st October, 1901. [2493]

INSURANCES

AACHEN AND MUNICH FIRE INSURANCE CO.

OF AIX-LE-CHAPPEL.

THE Undersigned, having been appointed

AGENTS for the above Company, are

prepared to ACCEPT RISKS against FIRE

at Current Rates.

LEUTER, BRÜCKELMANN & CO., Agents.

Hongkong, 21st April, 1897.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY

TOTAL FUNDS AT 31st DECEMBER, 1900,

£14,732,881.

I. AUTHORIZED CAPITAL... £3,000,000 0 0

SUBSCRIBED CAPITAL... 2,750,000 0 0

PAID-UP CAPITAL... 887,500 0 0

II. FUND... £2,837,16 14 4

The Undersigned, having been appointed

AGENTS for the above Company, are

prepared to ACCEPT RISKS against FIRE

at Current Rates.

SHEWAN, TOMES & CO., Agents.

Hongkong, 3rd July, 1901. [1641]

SUN INSURANCE OFFICE, LONDON

FOUNDED 1719.

The Undersigned, having been appointed

AGENTS for the above Company, are

prepared to ACCEPT RISKS against FIRE

at Current Rates.

SIEMSEN & CO., Agents.

Hongkong, 16th May, 1892. [130]

"L'URBAINE"

FIRE INSURANCE COMPANY, Ltd.

(Established 1838.)

THE Undersigned, having been appointed

GENERAL AGENTS for the above

Company, are prepared to ACCEPT RISKS

at current rates.

P. LEMAIRE & CO., Agents.

Hongkong, 7th February, 1901. [429]

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG

THE Undersigned, having been appointed

AGENTS for the above Company, are

prepared to ACCEPT RISKS against FIRE

at Current Rates.

SIEMSEN & CO., Agents.

Hongkong, 16th November, 1892. [29]

PHENIX FIRE OFFICE

The Undersigned are now prepared to

GRANT POLICIES of INSURANCE

against FIRE at Current Rates.

DOUGLAS LARRAIK & CO., Agents for the Phoenix Fire Office.

Hongkong, 17th August, 1887. [132]

SALAMANDER FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed

AGENTS for the above Company, are

prepared to ACCEPT RISKS against FIRE

at Current Rates.

HOTZ, JACOB & CO., Agents.

Hongkong, 2nd April, 1900. [53]

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.

INCORPORATED 1851.

CAPITAL... £410,000.

THE Undersigned, having been appointed

AGENTS for the above Company, are

prepared to ACCEPT RISKS against FIRE

at Current Rates.

Wm. MEYERINK & CO., Agents.

Hongkong, 18th May, 1900. [185]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG

The Undersigned AGENTS of the above

Company are PREPARED to ACCEPT First

Class Foreign and Chinese Risks at Current

Rates.

SIEMSEN & CO., Agents.

Hongkong, 29th May, 1895. [31]

NOTICE TO MARINERS.

HONGKONG HARBOUR.

THE Norwegian s.s. "SKRAMSTAD"

lies sunk about 200 yards off shore between

Quarry Bay and North Point, she is heading to

the Northward with her stern, and about one-

third of her length above water.

Two bright lights horizontal will be displayed at night from her foremast.

R. MURRAY RUMSEY, R. Com. R.N., Harbour Master, &c.

Harbour Department, Hongkong, 21st November, 1901. [2973]

TSANG FOO & CO.

SAM WING HING

COAL MERCHANTS.

No. 48, DES VOEUX ROAD CENTRAL.

Telephone No. 329.

Hongkong, 23rd September, 1901. [2411]

THE HONGKONG STEAM WATER BOAT COMPANY, LIMITED.

THE above Company is prepared to supply

the shipping in Hongkong with PURE

and FILTERED WATER both for dock and

boilers.

Call Flag W.

J. W. KEW, Manager.

20, Des Voeux Road.

Hongkong, 18th December, 1900.

ON & CO.

PHOTOGRAPHERS and PORTRAIT PAINTERS.

All kinds of Oil Paintings and Photographs.

Engravings.

Wa. TOP FLOOR, QUEEN'S ROAD CENTRAL.

Opposite to Chas. J. Gump & Co.

Hongkong, 20th March, 1901.

THE FORBIDDEN CITY.

By Rev. E. J. HART, M.A., Chaplain to the Forces, Author of *How to be Happy Though Married*, Mr. Thomas Adams, &c., &c.

Being stationed as Chaplain to the Forces at Hongkong, I was offered an indulgence, or free passage, in a transport ship which was going up to Taku to bring back soldiers from Peking and Peking. "You may be in the officer in charge of transports," before it is shut up preparatory to the Emperor's return. It is very hot up there at this time of the year, and you would have a good deal of roughing, but you will never have such opportunity again." There is a charm about forbidden things, and as I wanted to see this most exclusive city, and the other sights of Peking, I accepted the offer and started.

On the fifth day we arrived at Weihaiwei and put in for orders. There were several large ships-of-war in the harbour and hands playing upon two of them, but no one paid any attention to our arrival for a considerable time. At last a young officer came on board with a message that we might go on our way, but too late to admit of our doing so that night, so we had an opportunity of seeing what this, our latest acquired destination, is like in the morning.

Weihaiwei was taken by the British as a set-off to the Russian acquisition of Port Arthur. The former harbour holds far more ships and is better in other respects, so that in this transaction, as in others, the British were not such fools as they looked.

A large hotel has been built, and Weihaiwei is becoming a seaside place, the early morning becoming a seaside place, the early morning becoming a seaside place, the early morning becoming a seaside place.

At a little distance we were pointed out to us the native walled town, and the five new barracks in which the Chinese Regiment, organised by England, live.

About a day and a night we came to Taku Bar, and were transferred to a launch which brought us some miles to Sihing, passing the historical mud fort at Sihing, passing the historical mud fort at Sihing, passing the historical mud fort at Sihing.

Each fort has on it a flag of the nation that gave most assistance in taking it.

At Sihing we got into the military train which is used by soldiers of all nations, but owned by the British and worked by Royal Engineers.

Surrounding the collection of military officers never travelled in any train: we were British, German, Russian, Japanese, Austrian, and so forth; the Chinese were crowded like cattle in trucks without seats.

From Sihing to Tientsin there was scarcely anything to be seen, the flat landscape except a few Chinese graves, and salt-heaps; but everywhere were signs of the war, which only a year before I write. All the houses on either side of the railway were burned, and this was the case all the way up to Peking.

The burning was done by the foreign armies to prevent them hiding Boxers, by the Boxers themselves, and by the pillaging mobs that followed them. In fact, everyone seems to have been burning everything.

Of course, we were much interested in seeing the marks of the fierce fighting that took place at the railway-station at Tientsin. If the Russian and the British Marines had not made the ground stand they did there, Tientsin would have fallen into the hands of the Boxers and the Imperial troops. We visited the native city and saw a very interesting temple, and the new road along the river, which has been built in the place where formerly stood humdrum in the place where formerly stood humdrum in the place where formerly stood humdrum.

Along this and in the parts of the settlements of British, German, French, Japanese, and of other soldiers. I have always liked studying foreign armies and comparing them with each other, and here was a unique opportunity for doing so.

What a difference between the German officers, with their moustache, and sword always fastened to him, and his English confrere, wearing a sword and saluting much less, but quite as good, if not a better, soldier!

The first thing that struck me was the number of moustache-bearing, and the number of transport animals to be seen everywhere, enabled us to realise, to some extent, what a soldier's life is like.

After six days we left Tientsin and started for Peking. The country on both sides produced fine crops of millet, of hemp, and of other cereals.

When I saw Cairo, I thought that I would never again see such an out-of-the-common, but, compared with Peking, Cairo is quite commonplace. The first thing that struck me was the train glides into the station, near the Temple of Heaven, are the massive walls and huge gates of the Chinese, Tartar, Imperial, and Forbidden Cities, cities which are all situated one within the other.

When I got into the Peking cart, which the friend at whose house I was to stay sent for me, I knew for the first time what a really bad road means. It is not exaggeration to say that our means of transport was a mere hole or between times sank a yard in a mud-hole or between stones. My friend's house, and the first thing he did was to show us over it, and to explain in what respects it differed from an English house. And first, like most other Chinese houses, it had only on story and the three-sided courts into which it was divided were turned to the south. Before the outermost court was a screen intended to ward off evil spirits. These being supposed always to fly straight, so that anything which turns them aside is friends than away. For this reason the Chinese have made a great hill, which one can hardly believe is artificial, outside the Imperial City. We climbed up this screen against evil spirits, and had a splendid view of Peking. It did not look like a town at all, but like a splendid park, covered with trees; this is because almost every house has at least one tree in its compound. The next day was Sunday, and we went to the Legation Church and were entertained at lunch afterwards by the Ambassador. Two or three of those present were of the said bags, and they showed us some of the said bags, and a stable into which millions of rifle-bullets seemed to have been fired, and a place where the order issued was written in chalk. Undoubtedly were the words "Nil desperandum, two bottles of beer." All this was very vivid, especially as I was wearing a straw-hat and in which were two bullet-holes. The next place we visited were the Lama Temple and the Temple of Confucius. In the latter are none of the hideous idols that are in other temples. Still, it hides the idols that are in other temples. Still, it hides the idols that are in other temples. Still, it hides the idols that are in other temples.

Words cannot describe how Peking looks and smells on a wet day, but we experienced it. The main streets are wide, but they are raised by others that are very narrow; they are raised up in the middle, and on either side are dykes full of black, stagnant water in which, if anyone were asked to look at the canal part, he might be drawn in. I was never tired of the street-life I saw. There is a man amusing a crowd by juggling, snake charming, or telling stories. Look at that string of camels carrying upon their backs loads through one of the nine City-gates. What is that enormous red and gilded car? It is used at funerals. Here comes a mandarin whose rank is marked by the sort of button that is on the top of his cap (he does not wear a button) and by a peacock's feather. Then the fruit, vegetable, and all other things in the shops are so different from what is to be seen at home.

IT seems strange to have an invitation to lunch or attend a polo-match in the Temple of Heaven, but that is what we had, as we knew some artillery officers quartered there. On our way to the place we visited the Imperial City, and thought that we had never seen anything so beautiful as the artificial lake filled with the sacred lotus-plant. The lake surrounds the marble bridge over which we passed into the City. In this City are the houses and offices of Court officials, and within this the San'chun San'chun or Forbidden City, where reside, each in their own suite of apartments, the Emperor, the Eastern and Western Empresses, and the Empress Dowager.

Most of this City of Palaces or Palatial City might be described as a series of reception halls made in the shape of portals or gates. The greater a man is, the greater are the number of gates he has around his house to keep him from the vulgar herd. One is particularly impressed with the beauty of the colouring of the roofs of these one-story vestibules, and with the carving on the marble steps that lead up to them. The thrones are, I think, rather shabby. The Emperor gives audience to the different people who visit him in different halls according to their rank. In the last audience-chamber which we visited the candidates for the highest situation in the State used to be examined in the presence of his Imperial Majesty. Surely the face of competitive examination could no further go, when I sat upon the Emperor's bed, and noticed the small, close room in which it was, I said to myself, "Here is a man, owing a house so large that it is called a city, who sleeps in a room no bigger than a garret!"

We lunched at an officers' mess in a building called the "Hall of Feasting" (there was no fasting at our lunch); it is so called because, to the Altar of Heaven to pray for his people, the Emperor spends hours fasting. The roof of the Temple of Heaven is made of beautiful blue tiles to represent the sky.

It is eight miles from Peking to the Summer Palace, but to me, riding over the road, it did not seem nearly that long, so interesting were the novel sights which were to be seen.

It is said that the Russians took five hundred cartloads of loot out of the Summer Palace, but, indeed, all nations seem to have taken a hand at that game. I wonder was that so many beautiful screens and other things were left in the room used for a British officers' mess where I was entertained.

After we had seen the beautiful grounds of the Palace, the artificial lake, the marble boat, and other things, we climbed a hill and got a view of a very wide and well-cultivated plain below, and of the ruins of the old Summer Palace which the British and French burned in 1860. There was at the top of the hill a statue of Buddha which had been blown down by Italian soldiers, and another on its last legs. When riding back to Peking, we met a regiment of Chinese soldiers, and were surprised at their good marching and serviceable equipment.

I returned by passenger steamer to Hongkong, and was by a chapter of

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, this Harbour has been divided into Port Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked A, nearest Hongkong B, midway between Hongkong and Kowloon C, and those vessels berthed at the Kowloon Wharf, K.C., together with the number denoting the section.

1. From Green Island to the Harbour Master's
2. From Harbour Master's to Blake Pier.
3. From Blake Pier to Naval Yard
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON	MACHAON	Brit. str.	2 m.	U. C. Talbot, R.N.	BUTTERFIELD & SWIRE	On 30th inst.
LONDON	LONDON	Brit. str.	2 m.	T. A. Peters	P. & O. S. N. Co.	On 30th inst. at Noon.
LONDON	ACMILLER	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 10th December.
LONDON	GLAUCUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 24th December.
LONDON	IRVING	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 7th January.
LONDON	PELEUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 21st January.
LONDON	IKION	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 15th December.
LIVERPOOL DIRECT	PAIROCHUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 15th January.
MARSEILLES & LONDON, &c. v. SINGAPORE, &c.	EMMA MARU	Jap. str.	2 m.	W. B. Bridges	NIPPON YUSEN KAISHA	On 29th inst. at Daylight.
MARSEILLES, LONDON & ANTWERP, v. S'PORE, &c.	ERNEST SIMONS	Fren. str.	2 m.	Vaquer	MESSAGERIES MARITIMES	On 2nd Dec. at 1 P.M.
MARSEILLES, LONDON & ANTWERP, v. S'PORE, &c.	HITACHI MARU	Jap. str.	2 m.	C. J. Butler	NIPPON YUSEN KAISHA	On 13th Dec. at Daylight.
MARSEILLES, LONDON & ANTWERP, v. S'PORE, &c.	WAKASA MARU	Jap. str.	2 m.	J. B. Macmillan	NIPPON YUSEN KAISHA	On 27th Dec. at Daylight.
MARSEILLES, LONDON & ANTWERP, v. S'PORE, &c.	BAYERN	Ger. str.	2 m.	H. Blecker	MESSAGERIES MARITIMES	On 27th inst. at Noon.
HAYRE & HAMBURG	HAMBURG	Ger. str.	2 m.	Zacharise	HAMBURG-AMERIKA LINIE	On 30th inst.
HAYRE & HAMBURG	SUEVIA	Ger. str.	2 m.	Borek	HAMBURG-AMERIKA LINIE	On 14th December.
HAYRE & HAMBURG	SUEBIA	Ger. str.	2 m.	Brehmer	HAMBURG-AMERIKA LINIE	On 28th December.
HAYRE & HAMBURG	NUERNBERG	Ger. str.	2 m.	Ammon	HAMBURG-AMERIKA LINIE	On 6th January.
HAYRE & HAMBURG	STRASSBURG	Ger. str.	2 m.	Madsen	HAMBURG-AMERIKA LINIE	On 13th January.
HAYRE & HAMBURG	SAMBA	Ger. str.	2 m.	Schmidt	HAMBURG-AMERIKA LINIE	On 28th January.
HAYRE & HAMBURG	AMBRIA	Ger. str.	2 m.	Duckstein	HAMBURG-AMERIKA LINIE	On 12th February.
NEW YORK v. SUEZ CANAL	KURDISTAN	Brit. str.	2 m.		DODWELL & CO., LIMITED	On or about 30th inst.
NEW YORK v. SUEZ CANAL	ACABA	Brit. str.	1 m.		SHEWAN, TOMES & CO.	On or about 17th Dec.
NEW YORK v. SUEZ CANAL	ATHENIAN	Brit. str.	2 m.	M. Mowatt	CANADIAN PACIFIC R. CO.	On 4th December.
NEW YORK v. SUEZ CANAL	EMPEROR OF JAPAN	Brit. str.	2 m.	H. Pybus, R.N.	CANADIAN PACIFIC R. CO.	On 18th December, at Noon.
NEW YORK v. SUEZ CANAL	PING SUEY	Brit. str.	2 m.	D. Davis	DODWELL & CO., LIMITED	To-day, at Noon.
VICTORIA (B.C.) SEATTLE & TACOMA	BRAMMAR	Brit. str.	2 m.	W. Watt	DODWELL & CO., LIMITED	To-morrow.
VICTORIA (B.C.) SEATTLE & TACOMA	KAGA MARU	Jap. str.	2 m.	J. W. Ekstrand	NIPPON YUSEN KAISHA	On 2nd Dec. at 4 P.M.
VICTORIA (B.C.) SEATTLE & TACOMA	HIJON MARU	Jap. str.	2 m.	N. Ohno	NIPPON YUSEN KAISHA	On or about 28th inst.
VICTORIA (B.C.) SEATTLE & TACOMA	THYRA	Jap. str.	2 m.		BUTTERFIELD & SWIRE	On 30th inst.
ANALING, &c. v. MOJI, &c.	TAIYAN	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 30th inst.
AUSTRALIAN PORTS	EASTERN	Brit. str.	2 m.	F.H.	GIBB, LIVINGSTON & CO.	On 12th Dec. at 4 P.M.
AUSTRALIAN PORTS	KUMANO MARU	Jap. str.	2 m.	E. W. Haswell	NIPPON YUSEN KAISHA	On 27th Dec. at 4 P.M.
AUSTRALIAN PORTS	TIENSIN	Brit. str.	2 m.	W. W. Cooke, R.N.	P. & O. S. N. Co.	On or about 28th inst.
KOBE & YOKOHAMA	SADDI MARU	Jap. str.	2 m.	W. Thompson	NIPPON YUSEN KAISHA	On 6th Dec. at Daylight.
KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	2 m.	A. E. Moses	NIPPON YUSEN KAISHA	On 10th Dec. at Noon.
KOBE & YOKOHAMA	KAGOSHIMA MARU	Jap. str.	2 m.	K. Kori	NIPPON YUSEN KAISHA	On or about 30th inst.
SHANGHAI	CHUSIN	Brit. str.	2 m.	C. L. Daniel	BUTTERFIELD & SWIRE	On 10th December.
SHANGHAI	WYMPHOA	Brit. str.	2 m.	G. W. Gordon, R.N.	P. & O. S. N. Co.	On or about 7th Dec.
SHANGHAI	KONG ALBERT	Ger. str.	2 m.	C. Polack	MELCHERS & CO.	Quick despatch.
SHANGHAI	ANPISO MARU	Jap. str.	1 m.	S. Atsumi	MIYOSHI BUSSEN KAISHA	On 4th Dec. at Daylight.
SHANGHAI	MAIDZURU MARU	Jap. str.	1 m.	T. Saito	MIYOSHI BUSSEN KAISHA	On 27th Dec. at Noon.
SHANGHAI	DAIJI MARU	Jap. str.	1 m.	T. Kitano	MIYOSHI BUSSEN KAISHA	On 1st December.
SHANGHAI	KAIFONG	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 30th inst.
SHANGHAI	TEINAN	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 30th inst.
SINGAPORE, PENANG & CALCUTTA	KUMANO	Brit. str.	2 m.	Buller	JARVIS, MATHESON & CO.	To-morrow, at Noon.
SINGAPORE & BOMBAY	CARINTHIA	Aus. str.	2 m.	Marocchino	SANDER, WIELER & CO.	On or about 28th inst.
SINGAPORE & BOMBAY	F. KIN	Brit. str.	2 m.	M. J. Fox	P. & O. S. N. Co.	On 8th December.
SINGAPORE & BOMBAY	SKERRYVORE	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 6th Dec. at Noon.
SINGAPORE & BOMBAY	MIKE MARU	Jap. str.	2 m.	M. Yagi	NIPPON YUSEN KAISHA	On 6th Dec. at Noon.

SHIPPING.

ARRIVALS.

Nov. 23, BAKU STANDARD, British str., 1,300, Tuckers, Palo, Samba 13th November, Kerosine Oil—MEYER & CO.
Nov. 23, CHUSAN, British steamer, 4,636, C. L. Daniel, Bombay 6th Nov. Mails and General—P. & O. S. N. Co.
Nov. 23, CLARA, German str., 675, Underup, Haiphong via Hailow 2th Nov. Rice—JARDINE & CO.
Nov. 23, HIRAKO, British str., 1,040, Murray Crockett, Swatow 22nd November, General—JARDINE, MATHESON & CO.
Nov. 23, LIRIA, German gunboat, 1,000, Lieut. Comdr. Schamer, Canton 22nd November.
Nov. 23, MAIDZURU MARU, Jap. str., 507, T. Saito, Anping 20th Nov. General—M. B. KAISHA.
Nov. 23, NERBIA, German str., 2,707, H. Brehmer, Haiphong 6th Oct. General—HAMBURG-AMERIKA LINIE.
Nov. 23, TAIYAN, British str., 1,544, R. D. Bradley, Swatow 22nd November, General—JARDINE, MATHESON & CO.
Nov. 24, CARINTHIA, Austrian str., 1,734, Marocchino, Shanghai 21st Nov. General—SANDER, WIELER & CO.
Nov. 24, DENBIGHSHIRE, British str., 2,488, H. N. Vyvyan, Singapore 16th Nov. General—SHEWAN, TOMES & CO.
Nov. 24, HAILONG, British steamer, 753, H. Brehmer, Tientsin 21st Nov. Amoy 22nd and Swatow 23rd, General—DOUGLAS LAFAIR & CO.
Nov. 24, HIRAKO, French str., 509, M. Merles, Pakhoi 22nd Nov. General—A. E. MABTY.
Nov. 24, HONGKONG, British str., 2,555, Dawson, Penang 14th Nov. and Singapore 17th, General—CHINESE.
Nov. 24, KWANLOO, British str., 1,467, R. Lincoln, Shanghai 21st Nov. General—CHINESE.
Nov. 24, MARCO POLO, Italian cruiser, 4,287, Paolo Boti, Singapore 17th November.
Nov. 24, SALAHADIN, Dutch str., 1,335, Zwart, Amoy 22nd Nov. Ballast—MEYER & CO.
Nov. 24, WATERWICH, British surveying-ship, from a cruise.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
23rd November.
Amara, British str., for Singapore.
Baku Standard, British str., for Shanghai.
Daiji Maru, Japanese str., for Swatow.
Hirak, British str., for Hongkong.
Japon, British str., for Shanghai.
Lohang, British str., for Swatow.
Longsano, British str., for Manila.
Sulberg, German str., for Haiphong.
Sunghang, British str., for Amoy.
Skerryv, Norwegian str., for Sourabaya.
Thales, British str., for Swatow.
Trym, Norwegian str., for Haiphong.
Tzang, British str., for Canton.

DEPARTURES.

23rd November.
AMARA, British str., for Singapore.
APENRADS, German str., for Haiphong.
CHRYSEN, American str., for Shanghai.
KABERIN AVOSTA, German cruiser, for Amoy.
LOKANG, British str., for Swatow.
LOONGSANG, British str., for Manila.
PARAWATTA, British str., for Europe.
STARRING, British str., for Manila.
THALES, British str., for Swatow.
TRYM, Norwegian str., for Haiphong.
TRYM, Norwegian str., for Haiphong.
CHUSAN, British str., for Shanghai.
DAIJI MARU, Japanese str., for Swatow.
HIRANG, British str., for Hongkong.
IKION, British str., for Shanghai.
SKERRYVORE, Norwegian str., for Sourabaya.
SULLBERG, German str., for Haiphong.
TANGSANG, British str., for Canton.

VESSELS IN DOCK.

22nd November.
Aberdeen Dock—Emerald.
Wood Dock—Canton River, Eleano, H. J. Albrecht, Kwangtung, Tacoma, Hongkong, U.S.S. Princeton, Formosa, Juvin, Lal-Lee, H.M.S. Tanager, U.S.S. Kentucky, Monmouth, Sumner, Eagle, etc.
Cusackopolis Dock—Palmulok.

SHIPPING REPORTS.

The French steamer *Hotho*, from Pakhoi 22nd inst., had fresh monsoon, moderate sea and fine weather. Vessels in Pakhoi—French gunboat *Dangli*.

The British steamer *Hongkong*, from Straits 17th inst., had strong monsoon and high sea from lat. 8 deg. N. to within 50 miles off Gap Rock, and then moderate to port.
The British steamer *Ateneles*, from Shanghai 21st inst., had light variable winds to Tung Yang; thence to port moderate N.E. monsoon and fine weather throughout.

The British steamer *Hailong*, from Tamsui 21st, Amoy 22nd and Swatow 23rd inst., had strong N.E. winds, high sea, dull and overcast sky to Amoy. From Amoy to Swatow moderate N.E. to N. winds, fine and clear; thence to port fresh to moderate monsoon, moderate sea, fine and clear. Vessels in Amoy—*Glenfalloch*, *Galliope*, *Wilhelmina*, and two Japanese men-of-war. In Swatow—*Kashin*, *Kansu*, *Shantung* and one German gunboat.

VESSELS ON THE BERTH

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE.
TO
VICTORIA (B.C.), SEATTLE AND TACOMA (WASH).
Calling at SHANGHAI, NAGASAKI, KOBE and YOKOHAMA.

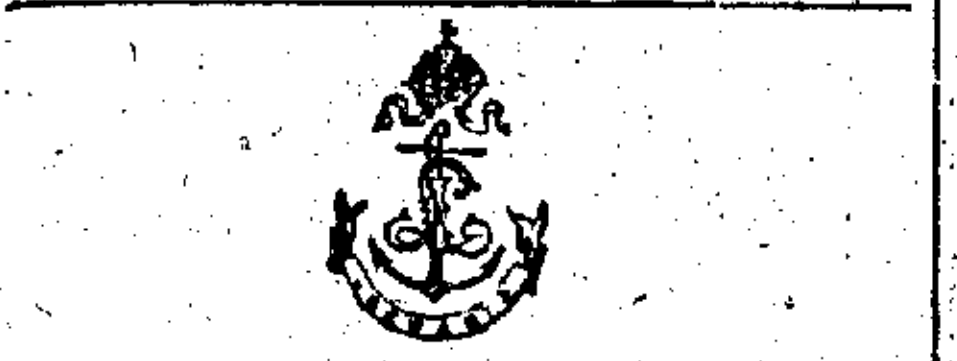
THE Steamship
"PING SUEY."
4,150 Tons, Commander E. Warrall, will be despatched as above TO-DAY, the 25th inst., at Noon.

For Rates of Freight and Further Particulars, apply to
DODWELL & CO., LTD.
Agents.
Hongkong, 23rd November, 1901. [2959]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.
THE Company's Steamship.

"KUMSANG."
Captain Buller, will be despatched as above TO-MORROW, the 28th November, at Noon.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 20th November, 1901. [2959]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
SINGAPORE AND BOMBAY.
(In close connection with the Company's accelerated line to Trieste)
THE Company's Steamship

"CARINTHIA."
Captain Marocchino, will be despatched as above TO-MORROW, the 26th inst., P.M.
The steamer has splendid accommodation for Passengers. Electric light. A Doctor is carried.
For information as to Passage and Freight, apply to
SANDER, WIELER & CO.,
Agents.
Hongkong, 21st November, 1901. [6]

IMPERIAL GERMAN MAIL LINE.

STEAM FOR
SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.
THE Imperial German Mail Steamship

"KONG ALBERT."
OF THE NORDDEUTSCHER LLOYD.
Captain C. Polack, due here with the outward German Mail about the 28th inst., will leave for the above places about 24 hours after arrival.

NORDDEUTSCHER LLOYD.
MELCHERS & CO.,
Agents.
Hongkong, 23rd November, 1901. [10]

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—4,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration).
"ATHENIAN" Comdr. H. Mowatt WEDNESDAY, 4th Dec., 1901
"EMPEROR OF JAPAN" Comdr. H. Pybus, R.N. WEDNESDAY, 13th Dec., 1901
"EMPEROR OF CHINA" Comdr. E. Archibald, R.N. WEDNESDAY, 15th Jan., 1902
"TARTAR" Comdr. E. Botheim, R.N. WEDNESDAY, 29th Jan., 1902
"EMPEROR OF INDIA" Comdr. O. P. Marshall, R.N. WEDNESDAY, 12th Feb., 1902

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey as a make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIP, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARR and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

SPECIAL EXTRA SERVICE.
The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES.

In addition to the excellent First Saloon Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Storage.

The "TARTAR" takes First Class and Steerage Passengers only. The rate is usually made between YOKOHAMA and VANCOUVER in 12 Days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to
D. E. BROWN, General Agent,
Pall Mall Street.
Hongkong, 21st November, 1901. 10

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, BREISTE, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATE.
HAYRE & HAMBURG (Calling at Singapore and Colombo) On 30th Nov. Freight.
SUEVIA (Calling at Singapore and Colombo) On 14th Dec. Freight.
SERBIA (Calling at Singapore and Penang) On 28th Dec. Freight.
NUERNBERG (Calling at Singapore and Colombo) On 6th Jan. Freight.
STRASSBURG (Calling at Singapore and Penang) On 13th Jan. Freight.
SAMBIA (Calling at Singapore and Colombo) On 26th Jan. Freight.
AMBRIA (Calling at Singapore and Penang) On 9th Feb. Freight.
HAYRE & HAMBURG (Calling at Singapore and Colombo) On 12th Feb. Freight.

For Further Particulars, apply to
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
QUEEN'S BUILDINGS No. 1
Hongkong, 4th November, 1901. [1051]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.
STAMMERS WILL CALL AT SOUTHEASTERN TO LAND PASSENGERS AND CARGO. N.E.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATE.
BAYERN	ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	27th November
STUTTGART	ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	11th December
KONIG ALBERT	ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	25th December
PRINZESS IRENE	ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	8th Jan. 1902
PRINZ HEINRICH	ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	22nd Jan. 1902
PREUSSEN	ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	5th Feb. 1902
HAMBURG (Hamburg-Amerika Linie)	ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	19th Feb. 1902
SACHSEN	ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	5th Mar. 1902
KLAUSCHOU (Hamburg-Amerika Linie)	ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	19th Mar. 1902
BAYERN	ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	2nd Apr. 1902
STUTTGART	ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	16th Apr. 1902
KONIG ALBERT	ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	30th Apr. 1902
PRINZESS IRENE	ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	14th May 1902
PRINZ HEINRICH	ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	28th May 1902
PREUSSEN	ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	11th June 1902
HAMBURG (Hamburg-Amerika Linie)	ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	25th June 1902

ON WEDNESDAY, the 27th day of November, 1901, at Noon, the Steamship "BAYERN" of the NORDDEUTSCHER LLOYD, Captain H. Blecker, with MAILED PASSENGERS, SPECIE and CARGO, will leave this Port for ANTWERP, PORT SAID, GENOA, and NAPLES. Shipping Orders will be granted till Noon on Monday, the 25th November. Cargo and Specie will be received on Board until 5 P.M. on Tuesday, the 26th November, and Passengers will be received at the Agency's Office until Noon on Tuesday, the 26th November. Contents of Packages are required. No Parcel Receipts will be signed for less than 22 lbs. and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation, and carries a Doctor and Stewards. Linen can be washed on board.

For further Particulars, apply to
NORDDEUTSCHER LLOYD
MELCHERS & CO., AGENTS.
Hongkong, 14th November, 1901. [19]

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATE.
INABA MARU	ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	Friday, 28th November
W. Baubridge	ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	at Daylight
KAGA MARU	ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	Monday, 2nd December
J. W. Ekstrand	ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	at 4 P.M.
SADO MARU	ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	Friday, 6th December
W. Thompson	ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	at Daylight
MIKE MARU	ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	Friday, 9th December
M. Yagi	ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	at Noon
KAGOSHIMA MARU	ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	Monday, 9th December
K. Kori	ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	at Noon
HITACHI MARU	ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	Friday, 13th December
C. H. Butler	ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	at Daylight

SAID
VICTORIA, B.C. and SEATTLE, U.S.A. via SHANGHAI, MOJI, KOBE & YOKOHAMA
NAGASAKI, KOBE and YOKOHAMA
HAMA
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID
SAID
SYDNEY, MELBOURNE, TOWNSVILLE and BRISBANE
VICTORIA, B.C. and SEATTLE, U.S.A. via SHANGHAI, MOJI, KOBE & YOKOHAMA
MONDAY, 16th December, at 4 P.M.
FRIDAY, 20th December, at Noon.
FRIDAY, 27th December, at 4 P.M.
MONDAY, 30th December, at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the Great Northern Railway and Atlantic Steamers.
For further information as to Freight, Passage, Sailings, &c., apply to the Company's Local Branch Office at Prince's Building, First Floor, Cluster Road.
A. S. MIYAHARA, Manager.

PENINS

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

FROM	OUTWARDS.	DATE
GLASGOW and LIVERPOOL	DEUCALION	On 28th November.
GLASGOW and LIVERPOOL	PELEUS	On 5th December.
GLASGOW and LIVERPOOL	PATROCLUS	On 15th December.
HOMWARDS.		
LONDON	"MACHAON"	On 30th November.
LONDON	"ACHILLES"	On 10th December.
LONDON	"GLAUCUS"	On 24th December.
LONDON	DEUCALION	On 7th January.
LONDON	PELEUS	On 21st January.
LIVERPOOL DIRECT	"IXION"	On 15th December.
LIVERPOOL DIRECT	"PATROCLUS"	On 15th January.

The S.S. "DEUCALION" left SINGAPORE on the 22nd inst., a.m., and is due in Hongkong on the 28th inst.

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS O. S. S. Co. [15]

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA, ILOILO & CEBU	"KAIFONG"	On 29th November.
MANILA	"TSINAN"	On 30th November.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"	On 30th November.
SHANGHAI, SINGAPORE, SAMARANG and SOERABAYA	"WHAMPOA"	On 3rd December.
	"SKERRYVORE"	On 6th December.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A daily qualified Surgeon is carried.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS. [16]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING (VIA SWATOW AND AMOY).

THE Company's Steamship

"MAIDZURU MARU,"

Captain T. Sato, will be despatched for the above ports on WEDNESDAY, the 27th inst.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 14th November, 1901. [18]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"KURDISTAN" ... About 30th Nov.

"LUNNON" ... About 15th Dec.

"ORONSAY" ... About 1st Dec.

"AFRIDI" ... About 10th Jan.

"HILGLEN" ... About 20th Jan.

"LOWTHER CASTLE" ... About 31st Jan.

For Freight and further information, Apply to

DODWELL & CO., LTD.
Agents.

Hongkong, 21st November, 1901. [1739]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU,"

Captain S. Asumi, will be despatched for the above ports on WEDNESDAY, the 4th December, at DAYLIGHT.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 20th November, 1901. [19]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERIAN, GULF, CENTRAL AND AMERICAN PORTS.

THE Steamship

"BALIARAT,"

Captain R. A. Peck, will be despatched for the above ports on SATURDAY, the 7th December, at Noon, taking passengers and cargo for the above ports.

Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to

E. A. HEWITT,
Superintendent.

Hongkong, 25th November, 1901. [1]

SHEWAN TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ADARA,"

Captain Kilgus, will be despatched as above on or about 17th December.

To be followed by the Steamship "ASAMA."

Captain Bomet, on or about 27th December.

For Freight, apply to

SHEWAN TOMES & CO.,
Agents.

Hongkong, 23rd November, 1901. [2345]

VESSELS ON THE BERTH

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIOBE, PORT DARWIN and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EA TERN,"

Captain Ellis, will be despatched as above on TUESDAY, the 12th December, at 4 p.m.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 23rd November, 1901. [2979]

NOTICES TO CONSIGNEES

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Steamship

"AUSTRIA,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

This vessel brings on Cargo—

From Venice ex s.s. *McClintock* and *Almisa* transhipped at Trieste.

From Trieste, ex s.s. *Cleopatra* transhipped at Bombay.

From Port of Callao ex s.s. *Vesta*.

Optional Cargo will be discharged here, unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 28th November, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 28th November will be subject to rent.

Bills of Lading will be countersigned by

SANDER, WIELER & CO.,
Agents.

Hongkong, 21st November, 1901. [6]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL AND STRAITS.

THE Company's Steamship

"PING SUEY,"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 2nd December, at Noon, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO MORROW, the 2nd inst.

DODWELL & CO., LTD.
Agents.

Hongkong, 22nd November, 1901. [2483]

FROM HAMBURG, ANTWERP, PENANG AND SINGAPORE.

THE N.D.L. Steamship

"NURNBERG,"

Captain Ammon, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY, the 18th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th inst., at 3 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hamburg Office.

Hongkong, 18th November, 1901. [2334]

S. S. "VILLE DE LA CIOTAT."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London and Havre, ex s.s. *Guadalupe*, and Bordeaux, ex s.s. *Ville de Celles* and *Ville de Bordeaux* in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, the 18th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after the 25th inst., at 3 p.m., will be subject to rent and landing charges.

All claims must be sent in to us on or before the 25th inst., or they will not be recognised.

Optional packages will be examined on MONDAY, the 25th inst., at 3 p.m.

No Fire Insurance has been effected.

P. DE CHAMPMORIN,
Acting Agent.

Hongkong, 18th November, 1901. [12]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"IXION"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 25th inst.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.

Goods undelivered after the 29th inst. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 3rd December.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 22nd November, 1901. [15]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "DUKE OF PIPE."

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI & SHANGHAI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & CO., LTD.,
Agents.

Hongkong, 18th November, 1901. [11]

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong:—

DUDHOPE, British ship, A. Low—Carlewitz & Co.

OSBERGA, British bergue, Desamora.—ORDER W. L. Co.

American ship, Colcord—Standard Oil Co.

HONGKONG.

STEAMERS.

Athenian, British str., 2,424, Mowatt, Nov. 14.

C. P. R. Co.

Austria, Austrian str., 4,379, Fullner, Nov. 20.

Sander, Wierler & Co.

Bask Standard, British str., 1,300, Tucker, Nov. 23.

S. S. Mores & Co.

Bonick, British str., 1,483, Clark, Nov. 22.

Gibb, Livingston & Co.

Braemar, British str., 2,316, Watt, Nov. 15.

Dodwell & Co., Limited.

Carinthia, Aust. str., 1,734, Marchini, Nov. 24.

Sander, Wierler & Co.

Chowtai, German str., 1,115, Muller, Nov. 20.

Molchers & Co.

Clara, German str., 675, Uldrup, Nov. 24.

Jelsson & Co.

Dunghigher, British str., 2,488, Vyvyan, Nov. 24.

Shewan, Tomes & Co.

Devawongse, Ger. str., 1,367, Foster, Nov. 20.

Butterfield & Swire.

Dr. Huns Jung Kiar, Norw. str., 691, Larsen, Nov. 18.

A. R. Marty.

Duke of Fife, British str., 3,547, Cox, Nov. 18.

Dodwell & Co., Limited.

Eleano, American str., 510, Altonaze, Sept. 3.

Brandao & Co.

Emma, German str., 1,691, Samuelson, Nov. 19.

Jelsson & Co.

Esmeralda, British str., 866, McGinty, Nov. 17.

Shewan, Tomes & Co.

Hailong, British str., 783, Bathurst, Nov. 24.

Douglas-Lapraik & Co.

Hanoi, French steamer, 742, Merless, Nov. 22.

A. R. Marty.

Hipsang, British str., 1,040, Crockett, Nov. 23.

Jardine, Matheson & Co.

Hoihao, French str., 509, Merless, Nov. 24.

A. R. Marty.

Hongkong, British str., 2,555, Dawson, Nov. 24.

Independent, German str., 871, Holtz, Oct. 21.

Sander, Wierler & Co.

Kaga Maru, Jap. str., 3,800, Ekstrand, Nov. 18.

Nippon Yusen Kaisha.

Kumsang, British str., 2,076, Buller, Nov. 19.

Jardine, Matheson & Co.

Kwangle, British str., 1,467, Lincoln, Nov. 24.

Chinese.

Lal-Tok, Spanish str., 1,857, Fabregues, Nov. 17.

A. R. Marty.

Majestee, Maru, Japanese str., 667, Saiton, Nov. 23.

Mitsui Bussan Kaisha.

Mongkut, German str., 889, Gotsche, Nov. 13.

Butterfield & Swire.

Ping Suey, British str., 4,149, Warrall, Nov. 22.

Dodwell & Co., Limited.

Pitauyok, German str., 1,267, Illing, Nov. 10.

Butterfield & Swire.

Radnorshire, Brit. str., 1,889, Bindloss, Nov. 20.

Butterfield & Swire.

Richmond, British str., 1,314, Mann, Nov. 14.

Slomason & Co.

Salahadi, Dutch str., 1,235, Zwart, Nov. 24.

Mayer & Co.

Sandakan, German str., 1,374, Brandstetter, Nov. 12.

Molchers & Co.

Serbia, German str., 2,777, Brehmer, Nov. 23.

Hamburg-America Linie.

Sihan, British str., 957, Jones, Nov. 12.

Bradley & Co.

Sultan Van Langkat, Dutch str., 1,574, Zwart, Nov. 13.

Mayer & Co.

